

Start Here

Scan One Time Only

And

Copy for Multiple Numbers

HA-112

AND

HA-113

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR USE ONLY

Lease on HA-112 and
RECEIVED HA-113

DATE ENTERED

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

~~Southern Terminal~~ of the Susquehanna and Tidewater Canal

AND/OR COMMON

The Lock House or The Commons

2 LOCATION

STREET & NUMBER

North of Erie St. between Conestogo St. & The Susquehanna River

CITY, TOWN

Havre de Grace

VICINITY OF

CONGRESSIONAL DISTRICT

First

STATE

Maryland

CODE

24

COUNTY

Harford

CODE

025

3 CLASSIFICATION

CATEGORY

☐ DISTRICT☒ BUILDING(S)☐ STRUCTURE☒ SITE☐ OBJECT

OWNERSHIP

☐ PUBLIC☒ PRIVATE☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

STATUS

☐ OCCUPIED☐ UNOCCUPIED☒ WORK IN PROGRESS

ACCESSIBLE

☒ YES: RESTRICTED☐ YES: UNRESTRICTED☐ NO

PRESENT USE

☐ AGRICULTURE☐ COMMERCIAL☒ EDUCATIONAL☐ ENTERTAINMENT☐ GOVERNMENT☐ INDUSTRIAL☐ MILITARY☒ MUSEUM☒ PARK☐ PRIVATE RESIDENCE☐ RELIGIOUS☐ SCIENTIFIC☐ TRANSPORTATION☐ OTHER**4 OWNER OF PROPERTY**

NAME

Susquehanna Power Company

STREET & NUMBER

1000 Chestnut Street

CITY, TOWN

Philadelphia

VICINITY OF

STATE

Pennsylvania 19105

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
REGISTRY OF DEEDS, ETC.

Harford County Courthouse

STREET & NUMBER

Courtland and Main Streets

CITY, TOWN

Bel Air

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

77 DESCRIPTION

NA112
NA113

| CONDITION | | CHECK ONE | CHECK ONE |
|------------------------------------|--|---|---|
| <input type="checkbox"/> EXCELLENT | <input checked="" type="checkbox"/> DETERIORATED | <input checked="" type="checkbox"/> UNALTERED | <input checked="" type="checkbox"/> ORIGINAL SITE |
| <input type="checkbox"/> GOOD | <input type="checkbox"/> RUINS | <input type="checkbox"/> ALTERED | <input type="checkbox"/> MOVED DATE _____ |
| <input type="checkbox"/> FAIR | <input type="checkbox"/> UNEXPOSED | | |

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Southern Terminal of the Susquehanna and Tidewater Canal is located along the western bank of the Susquehanna River at the northern end of Havre de Grace, Maryland, north of Erie Street. Still standing at the site are the Lock Master's House, the canal's outlet lock, and the foundations of a bulkhead wharf along the river side of the lock. Most of the structures built to serve various aspects of the canal's operations are no longer standing, but the locations of warehouses, stables and several other buildings, including a broom factory, are shown on old city maps. The foundations and cellar hole of a hotel or boarding house for boatmen remains.

The hotel or boarding house, built west of the Lock House on Conestogo Street, was of red brick and measured 30'-6" by 75'-0". Its stone foundations are largely intact, but brick rubble is present in the cellar hole as well as around the outside of the foundations. Two large cut granite steps remain. The hotel was reportedly destroyed by fire.

The Lock Master's House or Lock House, built of red brick and standing about forty feet southwest of the land wall of the lock, has been little altered since its construction and is in fair condition. The Lock House yard was separated from the canal outlet by a wooden fence. This five bay house had two principal elevations, the northeast which faces the river and the southwest. The northeast elevation had, at one time, a one-story porch along its entire length similar to that now on the southwest. The southwestern porch, however, is not original. Built of brick laid in common bond, the Lock House has a large, corbelled brick cornice which incorporates a saw tooth design. The hipped roof has a very low pitch.

The Lock House has four entrances - two located near the corners of each of the principal elevations. The foundations suggest that there were two centrally located bulkhead doors to the basement along the southwest wall. Now, there is no basement since the site is only about five feet above mean high tide, and successive floods have filled it to grade level.

The first floor is of four rooms, only two of which were heated by a fireplace. On the exterior, there is one central chimney to serve both. There is a boxed stair to the second floor in both of the southwestern rooms. The one in the southern corner is original and enters into a small hall on the second floor. Initially, it went to the basement. The stair in the western corner is narrower and judged to be an addition due to a change in moldings. On the second floor, there are five rooms in addition to the stair hall. However, none of these was heated. Most interior partitions are of staggered and overlapping boards one inch thick. Sawn lath and plaster covers the board partitions and ceiling.

(See Continuation Sheet No. 1)

8. SIGNIFICANCE

~A112
~K113

| PERIOD | AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW | | | | |
|---|--|---|---|--|--|
| <input type="checkbox"/> PREHISTORIC | <input type="checkbox"/> ARCHEOLOGY-PREHISTORIC | <input type="checkbox"/> COMMUNITY PLANNING | <input type="checkbox"/> LANDSCAPE ARCHITECTURE | <input type="checkbox"/> RELIGION | |
| <input type="checkbox"/> 1400-1499 | <input type="checkbox"/> ARCHEOLOGY-HISTORIC | <input type="checkbox"/> CONSERVATION | <input type="checkbox"/> LAW | <input type="checkbox"/> SCIENCE | |
| <input type="checkbox"/> 1500-1599 | <input type="checkbox"/> AGRICULTURE | <input type="checkbox"/> ECONOMICS | <input type="checkbox"/> LITERATURE | <input type="checkbox"/> SCULPTURE | |
| <input type="checkbox"/> 1600-1699 | <input type="checkbox"/> ARCHITECTURE | <input type="checkbox"/> EDUCATION | <input type="checkbox"/> MILITARY | <input type="checkbox"/> SOCIAL/HUMANITARIAN | |
| <input type="checkbox"/> 1700-1799 | <input type="checkbox"/> ART | <input checked="" type="checkbox"/> ENGINEERING | <input type="checkbox"/> MUSIC | <input type="checkbox"/> THEATER | |
| <input checked="" type="checkbox"/> 1800-1899 | <input checked="" type="checkbox"/> COMMERCE | <input type="checkbox"/> EXPLORATION/SETTLEMENT | <input type="checkbox"/> PHILOSOPHY | <input checked="" type="checkbox"/> TRANSPORTATION | |
| <input type="checkbox"/> 1900- | <input type="checkbox"/> COMMUNICATIONS | <input type="checkbox"/> INDUSTRY | <input type="checkbox"/> POLITICS/GOVERNMENT | <input type="checkbox"/> OTHER (SPECIFY) | |
| | | <input type="checkbox"/> INVENTION | | | |

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Susquehanna and Tidewater Canal was chartered by Pennsylvania and Maryland in 1835. Construction began in 1836, and the canal was opened at the end of 1839. It became an integral part of the canal system which served New York, Pennsylvania, New Jersey, Delaware and Maryland. At its northern end, the S&T made contact with the central division of the Pennsylvania canal at Wrightsville. Forty-five miles down the Susquehanna, the S&T provided access to the port of Harve de Grace and the Chesapeake Bay.

This canal, when it was built, extended the capabilities of shipping through the Hayre de Grace port. Having been a port since 1695, when the General Assembly gave Messrs. Young and York the exclusive right to operate a ferry across the Susquehanna River from Stocket's Town (Hayre de Grace), the town was one of the important shipping points for the Chesapeake Bay area by the early nineteenth century. Thus, the S&T Canal was built primarily to facilitate shipment of goods upstream from Hayre de Grace. At the southern terminal, some freight was transferred to or from the railroad or bay boats. However, much of it remained on the canal boats which were towed to Baltimore or to the Chesapeake and Delaware Canal to go to Wilmington and Philadelphia.

The S&T Canal, as was the case with most other canals, was unable to meet railroad competition and fell into disuse. Much of the canal has been obliterated. However, at Hayre de Grace the physical features are unusually well preserved and are accessible to the public. Even though operation of the lower portion ceased about 1900, this canal, as part of the larger network of such waterways, played a significant role in the economic development of the mid-Atlantic states. Outlet locks which discharge directly into tidewater as do those at Hayre de Grace are rare. Thus, this site which contains the Southern terminus of the waterway as well as the lockmaster's house, represents an important aspect of this canal system.

The City of Hayre de Grace anticipates turning this site into a park. The proposed restoration of the Lock House, the locks as well as removal of the sediment now filling the canal boat basin would prove to be a valuable educational asset.

HA 128
HA 113

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Wright, C. Milton. Our Harford Heritage, A History of Harford County, Maryland.
No publisher given, 1967.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 20

UTM REFERENCES

A

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ZONE EASTING NORTHING
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ZONE EASTING NORTHING
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VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

| STATE | CODE | COUNTY | CODE |
|-------|------|--------|------|
| STATE | CODE | COUNTY | CODE |

11 FORM PREPARED BY

NAME / TITLE

George Andreye, Assistant Architectural Historian

(c.s.)

ORGANIZATION

Maryland Historical Trust

DATE

April, 1975

STREET & NUMBER

21 State Circle

TELEPHONE

267-1212

CITY OR TOWN

Annapolis

STATE

Maryland

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL ☐

STATE ☐

LOCAL ☐

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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44-113

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

Southern Terminal of the Susquehanna and
Tidewater Canal - Harford County
Havre de Grace, Maryland
CONTINUATION SHEET

ITEM NUMBER 7 PAGE 1

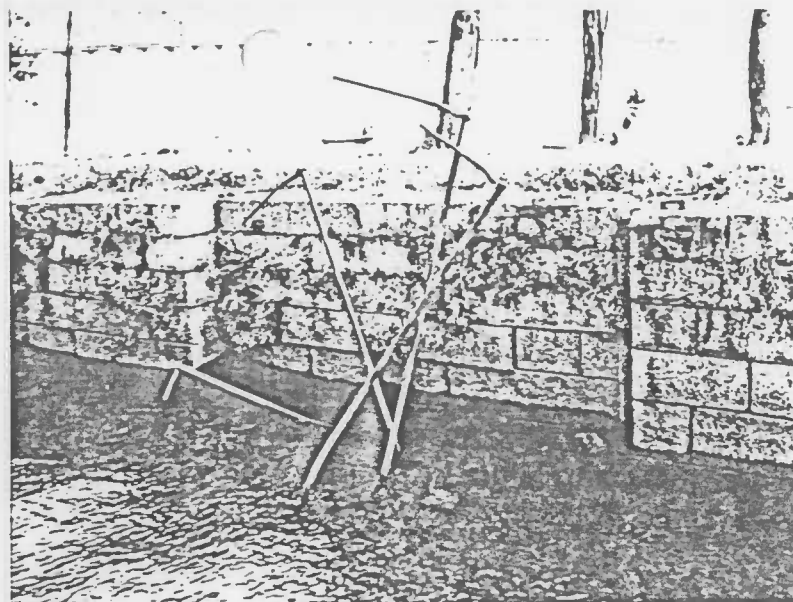
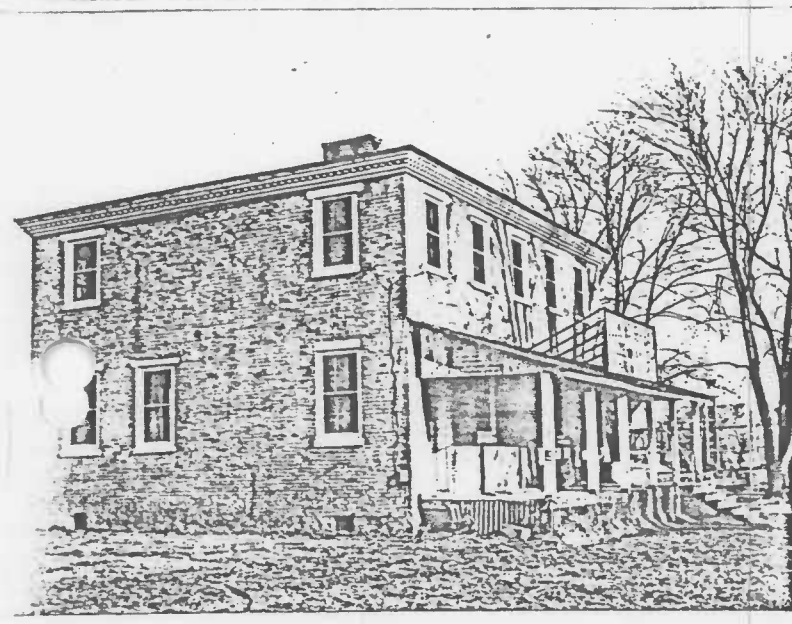
The downstairs floor has been replaced with old joists of proper size and with new poplar flooring of proper thickness and width. However, the boards are shorter than the originals. Plaster was placed directly on all interior brick walls. The original second floor surface is obscured by later coverings of plywood, linoleum, rugs and similar materials. Window openings are splayed inside and their trim, as well as all other openings, is not elaborate.

The canal's towpath was formed by enclosing a strip of the Susquehanna River with walls of cut granite. Showing fine workmanship, the stone blocks were laid without mortar, the top course being tied together by U-shaped iron rods inserted into holes drilled into the granite. As a result, the waterway, forming the western bank of the river for a distance of approximately 3 1/2 miles from Lapidum to Havre de Grace, easily achieved independence of tidal fluctuations and currents. Though the engineering involved was not inventive, it is unusual. Within this site the towpath is clearly visible since it still maintains its original level and width in most places. However, trees now line portions of its sides.

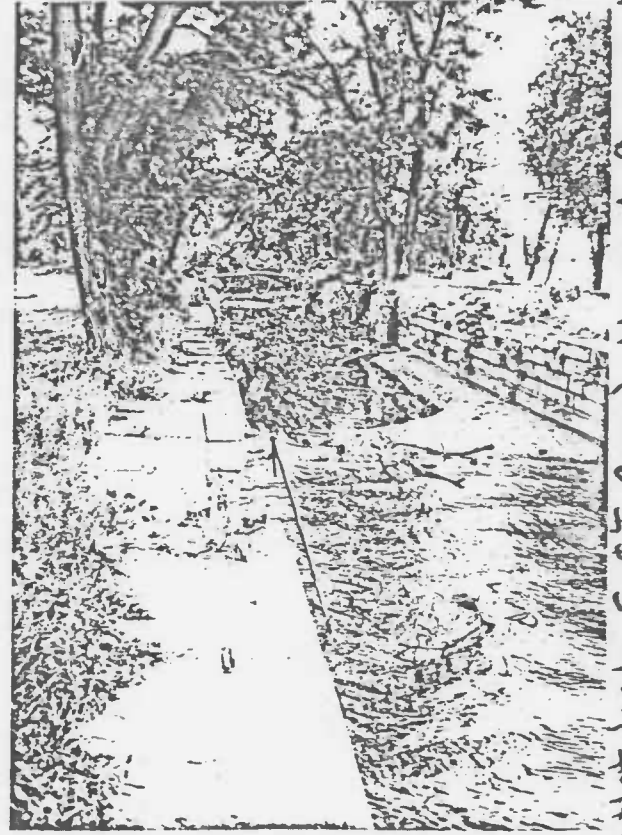
The design of the outlet lock was not innovative, but it was well executed. Lower portions of the gates are still in place, preserved by several feet of mud, and the iron wicket handles which remain indicate the location of these gates. It is probable that the sills are well preserved and that most of the iron fittings for the gates can be found, thus enabling their design to be determined. Though the outlet lock walls remain, they are in need of repair since some of the stone blocks have been dislodged from the upper courses.

The bulkhead wharf between the canal locks and the river was built of squared logs pinned together with iron rods. These walls, held in place by tieback logs fastened to dead-men, were filled with rough quarried stone and a top layer of earth to provide a site for warehouses. Some of the piles for a dock serving the warehouses can still be seen along the river bank when the water level is low.

NA112 E
NA113

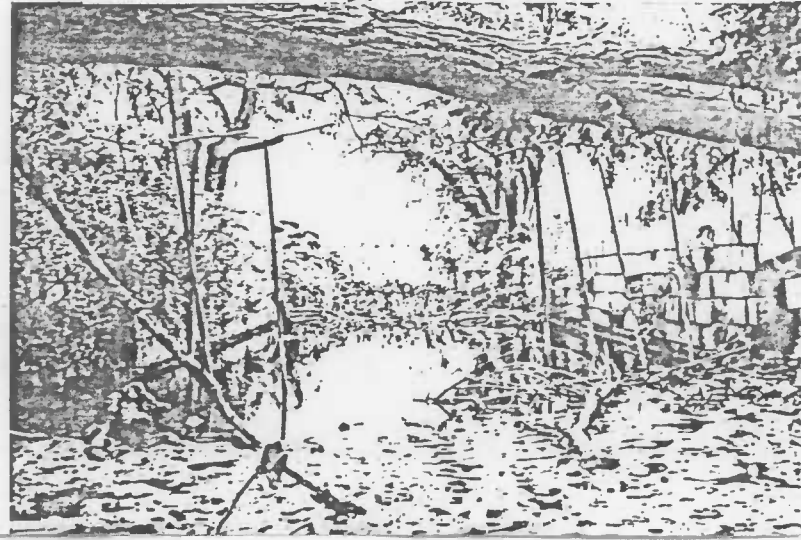


S. & T. Canal, Havre de Grace, East lock

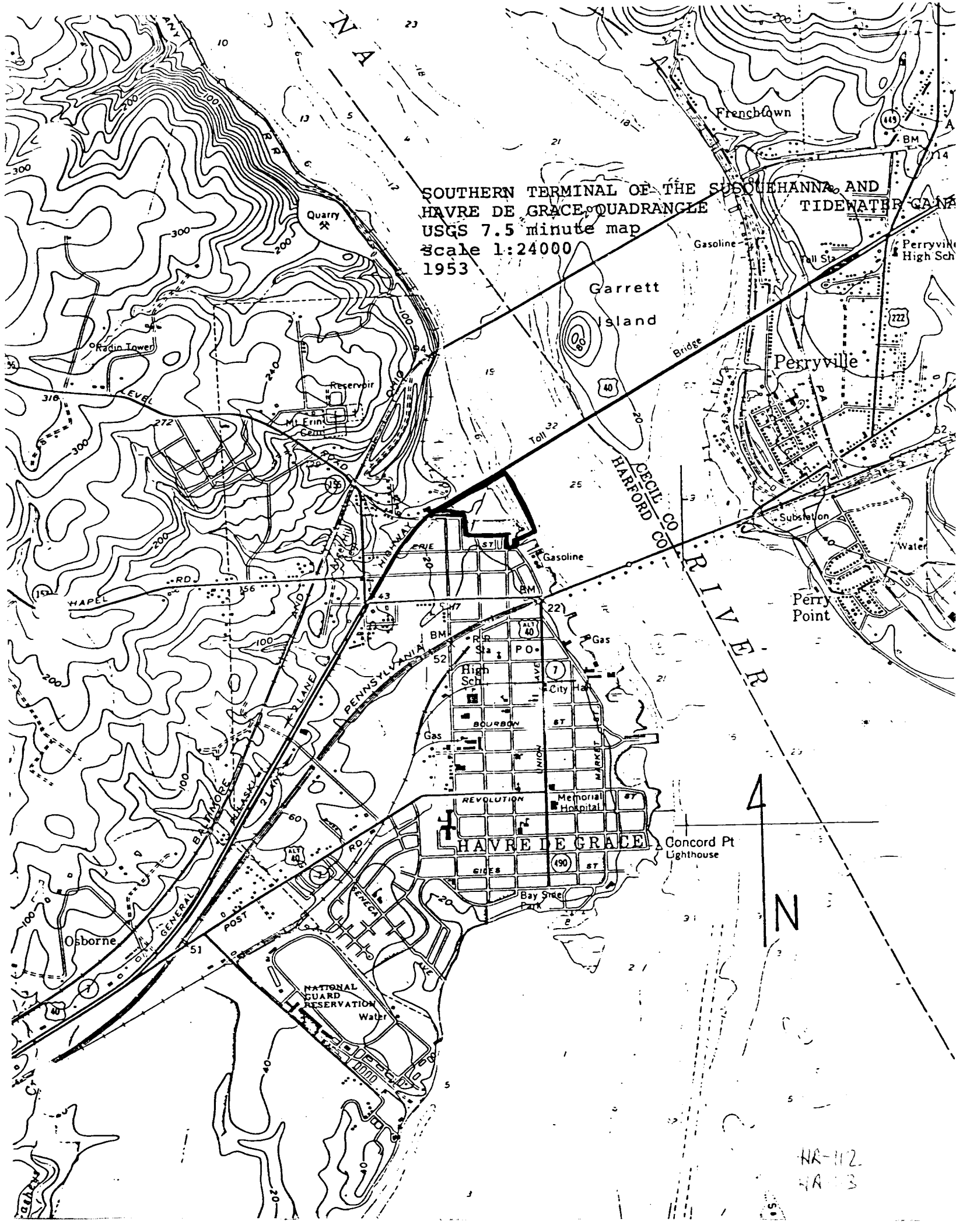


Looking north

Outlet lock, S. & T. Canal, Havre de Grace, Md



SOUTHERN TERMINAL OF THE SUSQUEHANNA AND
HAVRE DE GRACE QUADRANGLE
USGS 7.5 minute map
Scale 1:24000
1953



HA-112
HA-113

Easement N. R. FIELD SHEET 130112A418 HA 112

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

| | |
|------------------|------|
| STATE: | |
| COUNTY: | |
| FOR NPS USE ONLY | |
| ENTRY NUMBER | DATE |
| | |

| | |
|------------------|--|
| 1. NAME | |
| COMMON: | Toll House - Susquehanna & Tidewater Canal |
| AND/OR HISTORIC: | |

| | | | |
|---|-------|--------------------|-------|
| 2. LOCATION | | | |
| STREET AND NUMBER: Lane enters north off Erie Street at Stokes Street. | | | |
| CITY OR TOWN: Haver de Grace | | | |
| STATE: Maryland | CODE: | COUNTY: HARFORD | CODE: |

| | | | |
|--|--|--|---|
| 3. CLASSIFICATION | | | |
| CATEGORY (Check One) | OWNERSHIP | STATUS | ACCESSIBLE TO THE PUBLIC |
| District <input type="checkbox"/> Building <input type="checkbox"/> Public <input type="checkbox"/> | Public Acquisition: <input type="checkbox"/> Occupied <input type="checkbox"/> Yes: <input type="checkbox"/> | | |
| Site <input type="checkbox"/> Structure <input checked="" type="checkbox"/> Private <input type="checkbox"/> | In Process <input type="checkbox"/> Unoccupied <input type="checkbox"/> No: <input type="checkbox"/> | | |
| Object <input type="checkbox"/> Both <input type="checkbox"/> | Being Considered <input type="checkbox"/> Preservation work in progress <input type="checkbox"/> | | |
| PRESENT USE (Check One or More as Appropriate) | | | |
| Agricultural <input type="checkbox"/> | Government <input type="checkbox"/> | Park <input type="checkbox"/> | Transportation <input type="checkbox"/> Comments <input type="checkbox"/> |
| Commercial <input type="checkbox"/> | Industrial <input type="checkbox"/> | Private Residence <input type="checkbox"/> | Other (Specify) <input type="checkbox"/> |
| Educational <input type="checkbox"/> | Military <input type="checkbox"/> | Religious <input type="checkbox"/> | |
| Entertainment <input type="checkbox"/> | Museum <input type="checkbox"/> | Scientific <input type="checkbox"/> | Rental Housing |

| | | | |
|--|--------------|-------|--------|
| 4. OWNER OF PROPERTY | | | |
| OWNERS NAME: Susquehanna Electric Company | | | |
| STREET AND NUMBER: Conowingo | | | |
| CITY OR TOWN: | STATE: MD | CODE: | STATE: |

| | | | |
|---|--------------------|-------|---------|
| 5. LOCATION OF LEGAL DESCRIPTION | | | |
| COURTHOUSE, REGISTRY OF DEEDS, ETC: | | | |
| CLERK OF THE CIRCUIT COURT | | | |
| STREET AND NUMBER: HARFORD COUNTY COURTHOUSE | | | |
| CITY OR TOWN: BEL AIR | STATE: MARYLAND | CODE: | COUNTY: |
| APPROXIMATE ACREAGE OF NOMINATED PROPERTY: | | | |

| | | | |
|--|--------|-------|---------|
| 6. REPRESENTATION IN EXISTING SURVEYS | | | |
| TITLE OF SURVEY: | | | |
| DATE OF SURVEY: Federal <input type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local <input type="checkbox"/> | | | |
| DEPOSITORY FOR SURVEY RECORDS: | | | |
| STREET AND NUMBER: | | | |
| CITY OR TOWN: | STATE: | CODE: | COUNTY: |

FOR NPS USE ONLY

ENTRY NUMBER DATE

STATE:

COUNTY:

SEE INSTRUCTIONS

6918

7. DESCRIPTION

| | | | | | | |
|-----------|---|------------------------------------|--|---------------------------------------|---|------------------------------------|
| CONDITION | (Check One) | | | | | |
| | Excellent <input type="checkbox"/> | Good <input type="checkbox"/> | Fair <input checked="" type="checkbox"/> | Deteriorated <input type="checkbox"/> | Ruins <input type="checkbox"/> | Unexposed <input type="checkbox"/> |
| INTEGRITY | (Check One) | | | (Check One) | | |
| | Altered <input checked="" type="checkbox"/> | Unaltered <input type="checkbox"/> | | Moved <input type="checkbox"/> | Original Site <input checked="" type="checkbox"/> | |

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Brick house, 5 bays x 2, 2 stories.
 with a low hip roof. Facing west,
 the roof ridge line runs north-south.
 There is a one-story porch on the
 east side, facing the canal.

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

Pre-Columbian ☐

16th Century ☐

18th Century ☐

20th Century ☐

15th Century ☐

17th Century ☐

19th Century ☒

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

Aboriginal ☐

Education ☐

Political ☐

Urban Planning ☐

Prehistoric ☐

Engineering ☐

Religion/Phi-

Other (Specify) ☐

Historic ☐

Industry ☐

losaphy ☐

Agriculture ☐

Invention ☐

Science ☐

Art ☐

Landscape ☐

Sculpture ☐

Commerce ☐

Architecture ☐

Social/Human-

Communications ☐

Literature ☐

itarian ☐

Conservation ☐

Military ☐

Theater ☐

Music ☐

Transportation ☒

STATEMENT OF SIGNIFICANCE (Include Personages, Dates, Events, Etc.)

This is the management office of the old Canal. First chartered by the Maryland General Assembly of 1783, construction on the canal began in 1836, operation in 1839. This was the ^{main} toll house and business office of the canal company that continued until after 1900. (During peak years ^(around 1870) canal boats were dispatched by bay and along the coast to Baltimore, Philadelphia and New York.)
Acquired by the

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Wright, C. Milton; Our Harford Heritage pp 121-127

10. GEOGRAPHICAL DATA

| LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY | | | OR | LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN ONE ACRE | | |
|--|-------------------------------------|--------------------------------------|----|--|--------------------------------------|--|
| CORNER | LATITUDE Degrees Minutes Seconds | LONGITUDE Degrees Minutes Seconds | | LATITUDE Degrees Minutes Seconds | LONGITUDE Degrees Minutes Seconds | |
| NW | ° ' " | ° ' " | | ° ' " | ° ' " | |
| NE | ° ' " | ° ' " | | ° ' " | ° ' " | |
| SE | ° ' " | ° ' " | | ° ' " | ° ' " | |
| SW | ° ' " | ° ' " | | ° ' " | ° ' " | |

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

| STATE: | CODE | COUNTY | CODE |
|--------|------|---------|------|
| STATE: | CODE | COUNTY: | CODE |
| STATE: | CODE | COUNTY: | CODE |
| STATE: | CODE | COUNTY: | CODE |
| STATE: | CODE | COUNTY: | CODE |

11. FORM PREPARED BY

| | |
|--|------------------------------|
| NAME AND TITLE: JEAN S. EWING | |
| ORGANIZATION: MARYLAND HISTORICAL TRUST | DATE: |
| STREET AND NUMBER: 50 STATE CIRCLE | |
| CITY OR TOWN: ANNAPOLIS | STATE: MARYLAND CODE: |

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☐ State ☐ Local ☐

Name _____

Title _____

Date _____

I hereby certify that this property is included in the National Register.

Chief, Office of Archeology and Historic Preservation

Date _____

ATTEST:

Keeper of The National Register

Date _____

SEE INSTRUCTIONS

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

HA-113

| | |
|------------------|------|
| STATE: | |
| COUNTY: | |
| FOR NPS USE ONLY | |
| ENTRY NUMBER | DATE |

1. NAME

COMMON: Susquehanna & Tidewater Canal - South lock

AND/OR HISTORIC: Lock # 1

2. LOCATION

STREET AND NUMBER: About 100 feet northeast of the T intersection of

CITY OR TOWN: Harre de Grace Stokes Street at Erie St

STATE: Maryland COOE: COUNTY: HARFORD COOE:

3. CLASSIFICATION

| CATEGORY (Check One) | OWNERSHIP | STATUS | ACCESSIBLE TO THE PUBLIC |
|--|---|---|--|
| District <input type="checkbox"/> <u>Building</u> <input type="checkbox"/> | Public <input type="checkbox"/> | Occupied <input type="checkbox"/> | Yes: <input type="checkbox"/> |
| Site <input type="checkbox"/> <u>Structure</u> <input type="checkbox"/> | Private <input type="checkbox"/> | <u>Unoccupied</u> <input type="checkbox"/> | Restricted <input type="checkbox"/> |
| Object <input type="checkbox"/> | Both <input type="checkbox"/> | In Process <input type="checkbox"/> | <u>Unrestricted</u> <input type="checkbox"/> |
| | Being Considered <input type="checkbox"/> | Preservation work in progress <input type="checkbox"/> | No: <input type="checkbox"/> |

PRESENT USE (Check One or More as Appropriate)

| | | | | |
|--|-------------------------------------|--|---|-----------------------------------|
| Agricultural <input type="checkbox"/> | Government <input type="checkbox"/> | Park <input type="checkbox"/> | <u>Transportation</u> <input type="checkbox"/> | Comments <input type="checkbox"/> |
| Commercial <input type="checkbox"/> | Industrial <input type="checkbox"/> | Private Residence <input type="checkbox"/> | <u>Other (Specify)</u> <input type="checkbox"/> | |
| Educational <input type="checkbox"/> | Military <input type="checkbox"/> | Religious <input type="checkbox"/> | | |
| Entertainment <input type="checkbox"/> | Museum <input type="checkbox"/> | Scientific <input type="checkbox"/> | | |

4. OWNER OF PROPERTY

OWNERS NAME: Susquehanna Power Company

STREET AND NUMBER: —

CITY OR TOWN: Crownsville STATE: Maryland COOE:

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: CLERK OF THE CIRCUIT COURT

STREET AND NUMBER: HARFORD COUNTY COURTHOUSE 40 S. MARY ST.

CITY OR TOWN: BEL AIR STATE: MARYLAND COOE:

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:

DATE OF SURVEY: Federal ☐ State ☐ County ☐ Local ☐

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN: STATE: COOE:

SEE INSTRUCTIONS

FOR NPS USE ONLY
ENTRY NUMBER DATE

6919

7. DESCRIPTION

| | | | | | | |
|-----------|------------------------------------|------------------------------------|-------------------------------|---------------------------------------|--|------------------------------------|
| CONDITION | (Check One) | | | | | |
| | Excellent <input type="checkbox"/> | Good <input type="checkbox"/> | Fair <input type="checkbox"/> | Deteriorated <input type="checkbox"/> | Ruins <input type="checkbox"/> | Unexposed <input type="checkbox"/> |
| INTEGRITY | (Check One) | | | (Check One) | | |
| | Altered <input type="checkbox"/> | Unaltered <input type="checkbox"/> | | Moved <input type="checkbox"/> | Original Site <input type="checkbox"/> | |

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

These granite masonry walls once
 supported canal gates and held the water
 of the Susquehanna & Tidewater Canal.
 Stone from either side of the river from
 several quarries, but primarily from a
 quarry above Port Deposit supplied these
 locks that controlled the level of water
 in the "ditch" that was dug beside
 the river.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Wright, C. Milton Our Harford Heritage pp 121-127

10. GEOGRAPHICAL DATA

| LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY | | | OR | LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN ONE ACRE | | |
|--|-------------------------|-------------------------|----|--|-------------------------|--|
| CORNER | LATITUDE | LONGITUDE | | LATITUDE | LONGITUDE | |
| | Degrees Minutes Seconds | Degrees Minutes Seconds | | Degrees Minutes Seconds | Degrees Minutes Seconds | |
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| NE | ° ' " | ° ' " | | ° ' " | ° ' " | |
| SE | ° ' " | ° ' " | | ° ' " | ° ' " | |
| SW | ° ' " | ° ' " | | ° ' " | ° ' " | |

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

| STATE: | CODE | COUNTY | CODE |
|--------|------|---------|------|
| | | | |
| STATE: | CODE | COUNTY: | CODE |
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| STATE: | CODE | COUNTY: | CODE |
| | | | |
| STATE: | CODE | COUNTY: | CODE |
| | | | |

11. FORM PREPARED BY

| | | | |
|------------------------------------|---------------------------|---------------|----------|
| NAME AND TITLE: | | JEAN S. EWING | |
| ORGANIZATION | MARYLAND HISTORICAL TRUST | DATE | |
| STREET AND NUMBER: 50 STATE CIRCLE | | | |
| CITY OR TOWN: | ANNAPOLIS | STATE | MARYLAND |
| | | CODE | |

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☐ State ☐ Local ☐

Name _____

Title _____

Date _____

I hereby certify that this property is included in the National Register.

Chief, Office of Archeology and Historic Preservation

Date _____

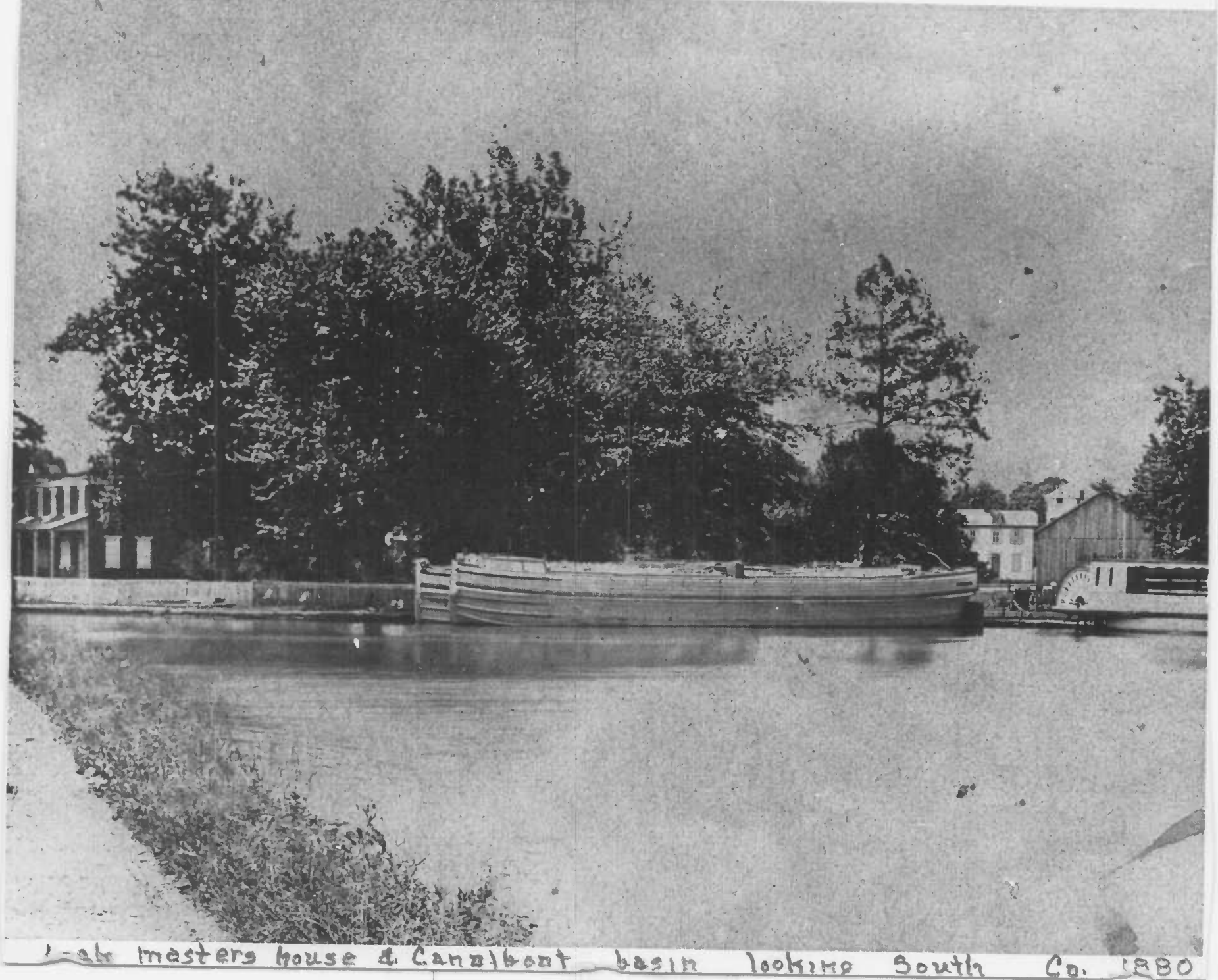
ATTEST:

Keeper of The National Register

Date _____

SEE INSTRUCTIONS

S. & T. Canal, Havre de Grace, Md.



Look masters house & Canniboot basin looking South Co. 1880

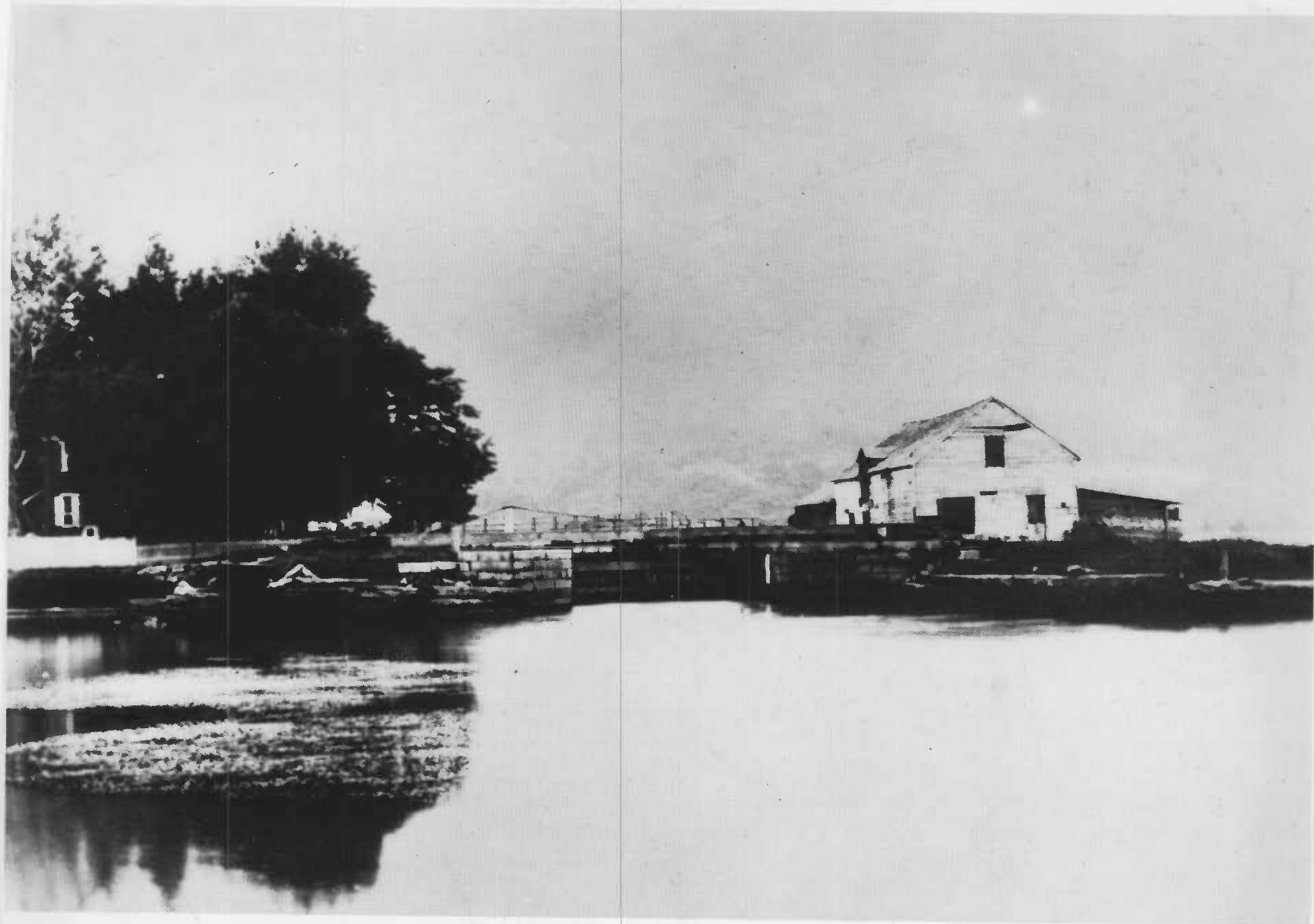
HA 112



Sussexham Loch House
HA-112

(A) 44%

S. & T. Canal, Havre de Grace, Md.



outlet lock & warehouse from cove looking north
Ca. 1890

HA 113



DEDICATION OF LOCK HOUSE-
JUNE 1982 HA-113



DETERIORATING LOCK
SUSQUEHANNA & TIDEWATER CANAL
AT HAVRE DE GRACE, MD.

NA-113



PIVOT BRIDGE & COCK HOUSE
SUSQUEHANNA & TIDEWATER CANAL
AT HAVRE DE GRACE, MD 1984
HA-113

FEB 1984

FEB 1984

HISTORIC AREA OF NORTH PARK CITY OF HAVRE DE GRACE

THE LOCK HOUSE, OUTLET LOCK AND
SURROUNDING 6.9 ACRES OF GROUND

WERE A GIFT TO THE
CITY OF HAVRE DE GRACE AND THE PUBLIC BY

THE SUSQUEHANNA POWER COMPANY
CONOWINGO POWER COMPANY
PHILADELPHIA ELECTRIC COMPANY

SUSQUEHANNA MUSEUM

1984

NA-113



HISTORIC AREA NORTH PARK
HAVRE DE GRACE, MD HA-113

THIS PROPERTY HAS BEEN
PLACED ON THE
NATIONAL REGISTER
OF HISTORIC PLACES
BY THE UNITED STATES
DEPARTMENT OF THE INTERIOR

THE LOCK HOUSE
BUILT c. 1840
SUSQUEHANNA AND
TIDEWATER CANAL CO.

OFFICE AND LOCKTENDER'S HOME
RESTORED 1961

THROUGH THE GENEROUS EFFORTS OF
THE SUSQUEHANNA MUSEUM OF HISTORY, THE GRACE, INC.,
THE SUSQUEHANNA VALLEY TRADING COMPANY,
CITY OF HARRISBURG, PENN.,
AND THE NATIONAL HISTORICAL TRUST
U.S. DEPARTMENT OF THE INTERIOR
OTHER INFORMATION AVAILABLE
ON REQUEST

SUSQUEHANNA MUSEUM

1984

HA-113



EXHIBIT OF NEEDLEWORK
SUSG UEHANNIT MUSEUM (Lock House)
1983 HA-113

OPEN SUNDAYS 1 - 5 P.M.
GROUPS BY APPOINTMENT



OUTDOOR VISITORS INFORMATION
WHEN MUSEUM (LOCK HOUSE)
CLOSED. DESCRIBES HOUSE,
GROUNDS, AND SITES OF
INTEREST

HA-113

End Here

Scan One Time Only
And
Copy for Multiple Numbers

HA-112

AND

HA-113